

The Air Force Space and Missile Systems Center's Detachment 12 (SMC Det 12/RP), Rocket Systems Launch Program (RSLP), Kirtland AFB, Albuquerque, NM will host their first Industry Day for the OSP 2 acquisition on 26 September 2001. The meeting will be held in Building 413, Conference Room 169 beginning at 0900 hours. Please sign in, and wait to be escorted, at the AFRL/DEOS Visitor Control Center, Building 414 (main entrance by flagpole). No more than five personnel from any one company are allowed. A map for the meeting can be found at www.te.plk.af.mil/contracts/contract.html.

One-on-One meetings between the Government and the parties from each company will commence approximately at 12:00 p.m. on the same day, and will continue to the next day if required. Specific meeting times for each company will be determined by lot. One-on-One meetings will last no longer than 45 minutes per contractor. No more than five personnel per company shall attend the one-on-one meetings.

In an effort to have the best acquisition for all stakeholders, SMC Det 12/RP needs frank and continuous input from industry. Towards that end, we request that each potential offeror provide a written response to our tentative acquisition strategy listed below (Surveys requesting industry input will be provided at the meeting).

Ten-year basic contract:

Market survey data indicates that the contractors capable of performing this effort have not changed and are not expected to increase in numbers within the 10-year period; thus, eliminating the benefit of recompeting this effort in five years. Furthermore, the time frames and life cycles of these missions are quite lengthy and do not lend themselves to a shorter contract (18 to 24 month periods of performance).

Indefinite Delivery/Indefinite Quantity (ID/IQ):

Given the uncertainty of future requirements, an ID/IQ contract(s) provides the Government with the most flexibility. Estimates of future requirements do not indicate sufficient volume to have a multiple award contract per vehicle configuration. That is, RSLP believes that it would be unreasonable to require multiple contractors to possess significant capacity for ten years if the estimated volume does not support this. Additionally, RSLP wishes to provide enough volume to a contractor in order for the awardee(s) to realize learning curves, and economies of scale and scope. However, the Government does not wish to exclude a contractor that may only be interested in a certain configuration or type (MM vs. PK, etc) so offerors may propose on all, one or any combination of the proposed configurations.

Profit/Fee Structure:

Primarily Fixed Price Incentive Fee (FPIF) contract with a mission success payment, plus a special configurations (developmental) CLIN that would be Cost Plus Incentive Fee (CPIF). RSLP believes an FPIF structure allows the contractor to be

more aggressive in their pricing because they have the cushion between target price and ceiling price; and yet, the structure benefits a contractor if they come in under target costs. Contractors can reasonably estimate their unknowns for this program and an FPIF contract is appropriate for this level of risk. It is anticipated that a developmental CLIN would be the only launch vehicle CLIN that was cost plus incentive fee (CPIF), vice FPIF. The term “developmental” in this case means: “A CLIN for a launch vehicle and mission that will use either an M-55 or a first stage PK motor, but cannot be reasonably accomplished with any of the other set configurations at contract award.” The set configurations will be the awardees’ proposed configurations for the known target and space-launch requirements.

Flight proven definition:

As a result of the desire to achieve high reliability on all missions, major emphasis will be placed on the degree to which the launch vehicle configuration proposed by the offeror has been “flight proven”. The degree to which a configuration is judged to be flight proven will be dependent upon:

1. Demonstrated performance of the overall launch vehicle configuration
2. Demonstrated Flight Worthiness of critical flight components (Component failure results in loss of mission)
3. Demonstrated compatibility and flight performance of critical flight subsystems including structural elements and software
4. How closely the flight history matches the trajectory and environments expected
5. Demonstrated capabilities of launch support equipment used in line to launch
6. Demonstrated field processes and procedures for the proposed launch system

The offeror shall define those aspects of the proposed launch vehicle configuration that do not fully satisfy the above requirements; define the risks associated with these deficiencies; and identify the means by which the risks will be mitigated.

This Statement of Objectives defines the Government’s objectives for the OSP-2 program. These are as follows:

- a. The Contractor shall provide the launch systems and services necessary to meet the following missions as defined in the Technical Requirements Document (TRD):
 - **Target Launches:**
 - Minuteman Class Target Launch Vehicle
 - Peacekeeper Class Target Launch Vehicle
 - **Space Launches:**
 - Minuteman Class Space Launch Vehicle
 - Peacekeeper Class Space Launch Vehicle

- b. These launch systems shall:
 - Make maximum use of flight-proven hardware and software
 - Utilize excess ICBM assets to the maximum extent feasible
 - Provide flexibility and adaptability to accommodate multiple mission requirements
- c. These launch services shall:
 - Meet required launch dates
 - Accommodate multiple missions with near simultaneous (see Mission Model included in electronic bidder's library) launch dates
 - Respond to changes in launch dates while minimizing impacts.
 - Provide for launches from a variety of launch sites including Government and commercial ranges
- d. The Contractor shall also provide the capability to modify or develop launch systems to meet additional requirements as they are defined, such as a large payload target launch.

Please provide input on the type of information to which you would like to have access in our Bidder's Library. Draft Technical Requirement Documents can be found on the OSP 2 website at www.te.plk.af.mil/contracts/contract.html.

This announcement is for information and planning purposes only. It does not constitute a RFP and is not to be construed as a commitment by the Government. An Ombudsman has been appointed to hear the concerns from offerors or potential offerors during the proposal development phase of this acquisition. The purpose of the Ombudsman is to receive and communicate serious concerns from potential offerors when an offeror prefers not to use established channels during the proposal development phase of this acquisition. Potential offerors should communicate first with the Contracting Officer to request information, pose a question, and voice concerns before contacting the Ombudsman. In those instances where offerors cannot obtain resolution from the Contracting Officer, they are invited to contact Mr. William Orzech at 310.363.0588. For contracting issues, please contact SMC Det 12/PKN, Martin Baca, at 505.853.6690 ((fax: 505.846.5152)(email: Martin.Baca@kirtland.af.mil)). See Numbered Notes: 8, 25 and 26.